8.7.222.4
5-1-92

URBAN BAY ACTION PROGRAM INSPECTION REPORT

Joyce Mercuri 8/26/92 Corrected

(CORRECTED REPORT - CORRECTIONS SHOWN IN BOLD)

ENTITY: Jones Goodell Corporation

INSPECTOR: Mercuri, Christensen

LOCATION: 1690 Marine View Drive, Tacoma

Date: 5/1/92

OWNER: Privately held corporation
CONTACT: Dan Goodell

TYPE OF FACILITY: Yacht Construction and Boat Repair

PERMITS: TSU pretreatment

DRAINS TO: Head of Hylebos Waterway

PATHWAY/QUANTITY:

Process water: Water from pressure washing of boats at marine railway is discharged to Tacoma Sewer Utility through a new treatment system (installed 5/92).

Ground water:

Stormwater: Stormwater and tides carry spent sandblast grit from behind bulkhead near marine railway to tidal area.

Spills: Sandblast grit on ground between dock area and shop, and behind bulkhead at marine railway.

SUSPECTED CONTAMINANTS:
Spent sandblast grit.

SAMPLING: Sample of grit near marine railway taken 6/17/92. Results summarized below.

FACILITY DESCRIPTION:
Inspectors Joyce Mercuri and Denise Christensen (from Ecology's Waste Reduction Resource Center) arrived at the site at 10:40 a.m. We were shown around the site by Mr. Dan Goodell. The main business of Jones Goodell is construction of fiberglass, wood, aluminum, and steel yachts. Boat hulls are either made on site or purchased from outside suppliers. There is also a marine railway/boat repair operation and dock at the site. There are about 60 employees working on one shift. J & G Marine Supply (retail) and an attached building which appears to be a residence are also located on the property, but were not included in the inspection. A sign in the front of the property says "Marine Metals Manufacturing". We assumed that this referred to the metal shop which is a part of the Jones-Goodell site, since no other business was there.

We began the inspection in the main building which houses the offices and two large covered bays for building boats. At one time these were separate buildings but have since been included under one roof. There was a 65 foot fiberglass boat underway in one bay, and a 104 foot fiberglass boat in the other. The building also includes a paint room, fiberglass room, and woodworking area. At the rear of the building, on the west side of the property is an open shed with tarp sides, for sandblasting. There was spent sandblast grit on the concrete floor of this building and around the edges of the building outside. There was also spent grit on the ground in front of the shed, which Mr. Goodell said had been deposited there after being tested negative for hazardous waste status. This part of the yard appears to be poorly drained - we saw puddles and muddy areas where standing water had been.

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Mr. Goodell stated that they do not sandblast very often. He said that the sandblasting that was underway in the shed was of an unpainted steel hull, and was the first blasting job in about 10 years.

There are two catch basins on the site. The upstream basin is located in front of the business office (on the side toward Marine View Drive - not an active work area). This flows to a second catch basin which used to be located between the two buildings, but is now inside of the joined building. We could not look into the second catch basin because it is located under a low shelving unit. This drainage system discharges to **the gravel lot behind the shop building.** A portion of the yard area stormwater discharges to the boat washwater treatment system.

The fiberglassing operation utilizes a resin impregnator gun which mixes the resin and catalyst at the nozzle. This is also used for gelcoat. Cured paints, resins and gelcoat is poured into recycled cans and allowed to dry. Can bottoms are cut out and the hardened wastes disposed of as a hazardous waste. Wastes and hazardous products are stored in a shed with concrete floor and concrete curb surrounding it. Employees are trained to return materials to the shed when they are not in use. Chemicals in use on the site include Methyl-Ethyl Ketone, acetone, fiberglass resins, and paints. Acetone is recycled on site and still bottoms are sent off-site via a hazardous waste hauler. Used oils and hazardous wastes are stored in a part of the shed. Wastes generally consist of still sludges, hardpack (dried paint and resins), slurry (uncured mixtures), and liquids (solvents, used oils). It appeared that significant efforts were made to reduce wastes, reuse materials, and prevent spills.

About three boats per week are worked on at the marine railway during the spring. A treatment system installed in May consists of a shallow trough which directs water from washing operations to a sump, where it is pumped to a settling basin/separator unit and thence to the sanitary sewer. **Prior to the sanitary sewer connection, boat wash wastewater flowed into the settling basin for evaporation.** Mussels and other growth are scraped off the boat during the cleaning operation and mixed with the hydroblast waste water. The trough is cleaned of large debris which is put in the dumpster. There was bottom paint visible on the concrete part of the marine railway, and in the trough.

There is spent sandblast grit used as fill behind a concrete bulkhead on the southeast side of the marine railway. There is grit visible on the tidal sediments of the railway where it has washed out from behind the bulkhead. Samples of the grit/sediment mixture were taken on 6/17/92. Results of the sample are as follows:

Constituent	Jones-Goodell	Hylebos Waterway Sediment Cleanup Objectives
Arsenic	18.1 mg/kg	57 mg/kg
Copper	1290 mg/kg	390 mg/kg
Lead	<8 mg/kg (undetected)	450 mg/kg
Nickel	18.3 mg/kg	>140 mg/kg
Zinc	247 mg/kg	410 mg/kg

Copper exceeded the sediment cleanup objectives for the Commencement Bay Nearshore/Tideflats superfund site.

ACTION TAKEN:
I recommended to Mr. Goodell that he evaluate their status as small quantity generators of hazardous waste (<220 pounds per month or batch). I also

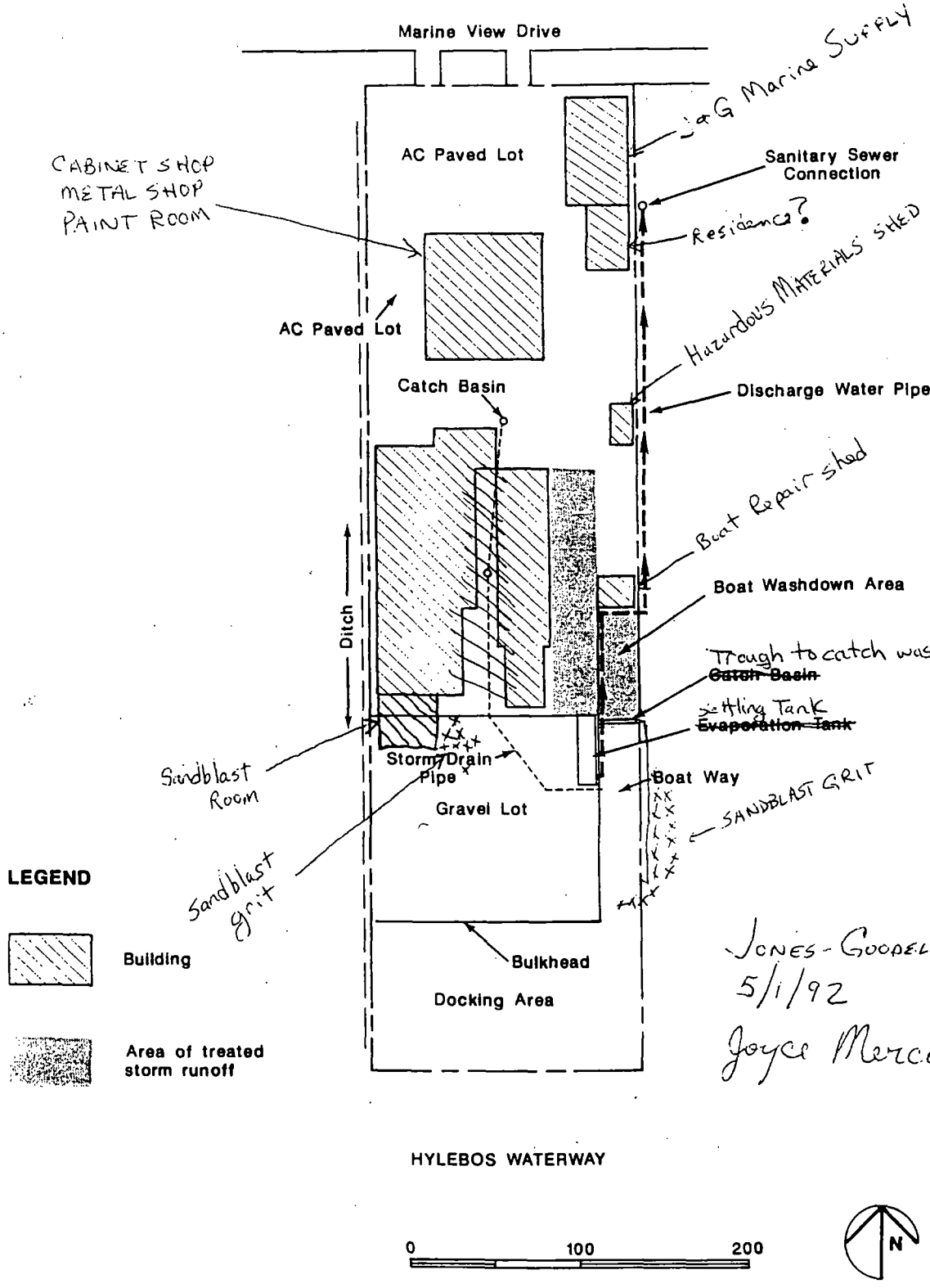
informed him that the tidal sediments in the marine railway area could possibly be contaminated with paints from boat washing in years past, and that under the cleanup effort for Hylebos Waterway, EPA may request that the sediments be cleaned up. I requested toxicity information on sandblast grit that was scattered around the site and behind the bulkhead.

A letter will be sent to Mr. Goodell requesting removal of the contaminated grit behind the bulkhead and in other parts of the site.

PHOTO LOG:

1. MEK drum.
2. Acetone still.
3. Waste storage area.
4. Concrete berm around waste/product storage area.
5. On-site containment for boat repair area.
6. Sandblast grit on ground outside of blasting shed.
7. Sandblast grit on floor of blasting shed.
8. Marine railway with bottom paint on concrete.
9. Sandblast grit behind bulkhead at marine railway. Sample location.

FILE NAME: WP5.1 JONGOD.HHY



JONES-GOODELL SITE INSPECTION
5/1/92
Joyce Mercuri

Applied Geotechnology Inc.
Geotechnical Engineering
Geology & Hydrogeology

Site Plan

Jones & Goodell/Water Treatment System
Tacoma, Washington

FIGURE **1**

JOB NUMBER	DRAWN	APPROVED	DATE	REVISED	DATE
15,506.001	JFL	GMB	26 Jul. 90		